

**From:** [Smith, Monica](#)  
**To:** [Crossland, Ronnie](#)  
**Cc:** [Petersen, Chris](#); [Mason, Steve](#)  
**Subject:** RE: T/V CARLA MAERSK Collision -- RRT-6 Activation  
**Date:** Tuesday, March 10, 2015 1:42:36 PM

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**Ronnie – you are correct, all participants on the call ( TCEQ, TGLO, DOI, DOC ( NOAA)) agreed that AFFF was less toxic than the MTBE and support the use of the foam.**

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**From:** Crossland, Ronnie  
**Sent:** Tuesday, March 10, 2015 1:36 PM  
**To:** Smith, Monica  
**Cc:** Petersen, Chris; Mason, Steve  
**Subject:** RE: T/V CARLA MAERSK Collision -- RRT-6 Activation

Thanks everyone for taking the call. Monica, also include in your message that the state and trustees stated there support....

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**From:** Smith, Monica  
**Sent:** Tuesday, March 10, 2015 1:34 PM  
**To:** Crossland, Ronnie  
**Cc:** Petersen, Chris; Mason, Steve  
**Subject:** RE: T/V CARLA MAERSK Collision -- RRT-6 Activation

During the incident specific conference call Based on the fact that this is being used to protect workers by mitigating the fumes and to limit the potential for explosion, RRT 6 approved the application of the AFFF.

Daily updates will continue to be sent until the incident is over.

Monica

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**From:** Crossland, Ronnie  
**Sent:** Tuesday, March 10, 2015 10:26 AM  
**To:** Smith, Monica; Petersen, Chris  
**Subject:** Fwd: T/V CARLA MAERSK Collision -- RRT-6 Activation

Sent from my iPhone

Begin forwarded message:

**From:** "Sams, Michael K CIV" <[Michael.K.Sams@uscg.mil](mailto:Michael.K.Sams@uscg.mil)>  
**To:** "Crossland, Ronnie" <[Crossland.Ronnie@epa.gov](mailto:Crossland.Ronnie@epa.gov)>, "Smith, Monica" <[smith.monica@epa.gov](mailto:smith.monica@epa.gov)>, "Mason, Steve" <[mason.steve@epa.gov](mailto:mason.steve@epa.gov)>, "Steve Buschang" <[Steve.Buschang@GLO.TEXAS.GOV](mailto:Steve.Buschang@GLO.TEXAS.GOV)>,



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Cc: "Greg Pollock" <[Greg.Pollock@GLO.TEXAS.GOV](mailto:Greg.Pollock@GLO.TEXAS.GOV)>  
Subject: T/V CARLA MAERSK Collision -- RRT-6 Activation

Good Morning,

FOSC, Captain Brian Penoyer, has requested RRT-6 support to discuss use of Aqueous Film-Forming Foam (AFFF) to mitigate MTBE fumes emitting from damaged cargo tanks. Although great care will be taken, potential exists for AFFF to come in contact with the water.

Once I obtain unit POC and available time window, we will send out an ISRRT telcon Outlook invite.

In the meantime, below is incident summary since yesterday (photos attached).  
Pls let me know if I can answer any questions. Thx!

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UPDATE 07:

101351Z: SHG ICP reports T&T MARINE has been contracted to remove the missing anchor. It is anticipated to occur about 1400Lcl, and ACOE is standing by to survey the channel once anchor is recovered. Once that is completed, the CONTI PERIDOT (with 02 assist tugs) will be moved past the CARLA MAERSK to the Houston City Docks to offload cargo. Weather has improved and operations to stabilize vapors and cargo on CARLA MAERSK should begin early this afternoon. The plan is to reduce fumes with magnetically-sealing collision mattresses. The best case scenario is that the CARLA MAERSK can be moved to the BARBOURS CUT TURNING BASIN tomorrow morning (11 MAR). A/S Houston MH-65 provided an update on the sheen stating it is 2 miles long by 10-20 ft wide. CIC follow-up call will be held at 1500Z/1000Lcl. A press conference is schedule at 1100Lcl. CASE PENDS

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SITUATION: VTS HOUSTON reports that during a passing situation, the tank vessel CARLA MAERSK (Denmark flagged, cargo 216,000 bbls of Methyl tert-butyl ether (MTBE), 600FT) collided with the bulk carrier CONTI PERIDOT (Liberia flagged, cargo steel products, 623FT) at Houston Ship Channel Light 86, Morgan's Point, TX. The collision ruptured 03 port tanks of the CARLA MAERSK resulting in a release of product (quantity to be determined) and a port list to the vessel. Damage to the CONTI PERIDOT is currently unknown. A Port of Houston fire boat is on scene along with 02 tugboats; 02 additional tug boats

are enroute. A CIC was conducted at 1808Z; follow-on CIC to be conducted at 2030Z. SHG is in the process of standing up an Incident Command Post. STA Houston smallboats are on station at the border of the visual sheen edge due to MTBE flammability concerns. Aerial overflights have not been ordered due to fog. Houston Ship Channel has been closed with no queue at this time.

UPDATE 01:

091930Z: ICP will be located in LaPorte, TX; air monitoring is being conducted in building to ensure it is safe. A Shelter-In-Place order is in effect for Morgan's Point and Barbour's Cut. M/V CONTI PERIDOT has a crushed bulbous bow with a breach above the waterline. T/V CARLA MAERSK has secured the release of product by transferring product from ruptured tanks to ballast tanks. SHG reports the channel width at the collision site is 530FT. Follow-on CIC to be conducted at 2030Z. Attached is a chart of the area and vessel file photos.

UPDATE 02:

092030Z: Second CIC conducted; T/V CARLA MAERSK has damage high on the hull; the amount of MTBE released is unconfirmed and it will be some time before it can be determined. Vessel is stable; trim is near even keel after shifting cargo and ballast. Product release has been secured. Product (MTBE) is toxic at 50 ppm but has an odor threshold of 0.053 ppm; it has a high vapor pressure; liquid density is 0.74 (floats on water). One air reading of 105 ppm has been detected and that area was evacuated. A partial evacuation of the City of Morgan's Point is sheltered in place and has a partial evacuation (no one is being forced to leave, but once they leave they may not return). There are two schools affected (one primary and one post-secondary); they are sheltered-in-place but FOSC is working to allow school buses in to take students home as school day ends. The Port of Houston Authority is also in the affected area and is being evacuated. WX: rain, drizzle, low clouds/low ceiling/fog. M/V CONTI PERIDOT's bulbous bow is crushed. COTP will direct both vessels to remain anchored in place until it can be determined they can safely transit and a suitable lay berth is identified for each. ICP is being established, their first priority will be to develop a unified public message. County and municipal authorities are engaged. So far, 02 persons affected by the release (both working at the Bayport Terminal) were taken to Bayshores Medical Facility for treatment. Responsible parties are on scene. FOSC is requesting CG IMAT, GST, and SERT. FOSC has engaged with CBP in the event that any personnel from either vessel requires onshore medical attention. Follow-up CIC call at 2250Z.

UPDATE 03:

100041Z MAR15: Third CIC conducted; All members of the UC are present with the exception of Texas Council of Environmental Quality (TCEQ) and the owners representative from M/V CONTI PERIDOT. Both vessels remain anchored IVO collision site. Waterway remains closed and a Safety Zone has been established. Air monitoring teams are not reporting concentrations of vapors ashore that are of concern; odor detection threshold is essentially zero and toxicity level is 50 ppm with an eight hour exposure limit. A CG team embarked the M/V CARLA MAERSK to conduct assessment. The vessel reported three damaged port cargo tanks have been emptied and they believe that little to no cargo was discharged into the water as the cargo was shifted into other tanks

instead of shifting ballast water. The strong odor is believed to be coming from the residual product left in the tanks; if this is confirmed to be correct, the plan will be to inert the tanks. Winds are currently from the southeast and the vapors are being detected in the northwest quadrant. Winds are expected to shift at approximately 2300 CDT and will be coming from the west. This will blow vapors toward the upper Galveston Bay over open water. It is unlikely the surface reconnaissance necessary to identify any spilled product will occur this evening. According to air monitoring there is no apparent drift of the plume. The M/V CONTI PERIDOT reports 25 POB and the M/V CARLA MAERSK reports 27 POB (including a pilot aboard each vsl). Priorities include air monitoring and public safety messaging. Media reports have been highlighting the shelter in place orders and concerns regarding toxicity. Several chemical terminals in the Barbers Cut terminal area ashore have voluntarily self-evacuated; however, readings in the area confirm that they are not at toxic levels. The vessels will eventually be moved to a more permanent berth to affect repairs. It is expected that stripping of the damaged cargo tanks and wildlife response may last more than a week. USCG IMAT will be sending 09 personnel, USCG SERT will be sending 01 member, and the USCG GST will be sending 06 members and supporting equipment.

#### UPDATE 04:

100355Z MAR15: Unified Command has met, formal members have been designated, and seven objectives have been identified for execution beginning tomorrow morning. This evening efforts will be focused around public safety and air monitoring. The USCG team aboard M/V CARLA MAERSK reported 03 wing void tanks and 02 cargo tanks were ruptured on the port side. There are 300 metric tons not specifically accounted for; however a significant amount is believed to be in the ballast tanks. A sheen one mile long by one-half mile wide was reported in the vicinity of Goose Creek. The M/V CARLA MAERSK continues to vent a significant amount of Methyl Tertiary Butyl Ether (MTBE) into the air. The vessel has a fully functional nitrogen generating plant (inert gas plant) and they have been directed to flood the cargo tanks and three damaged ballast tanks with nitrogen. The M/V CONTI PERIDOT (LR) lost their port anchor and the Port of Houston's fire boat has been tasked to search for it with its side scan sonar capabilities. If the anchor is not found she will be directed to moor at Galveston Island. Salvage personnel are on scene investigating ways to inhibit vapor leaks. Reconnaissance for additional surface sheen will take place tomorrow. Significant national media interest has been reported and a press release is expected tonight. The Gulf Strike Team has taken off with an ETA of 0100 CDT at Ellington Field. Next CIC will take place at 1000 CDT.

#### UPDATE 05:

DTG: 100451Z MAR15: The Port of Houston Fire Boat has identified the location of the partial ship anchor lost during the vessel collision. The anchor is located within the authorized ship channel. Earliest retrieval is tomorrow morning.

#### UPDATE 06

DTG: 100519Z MAR15: ATC Mobile reported during preflight checks the HC-144 had a glide slope failure. With the time required to unload then reload a new

HC-144 it was decided the risk verse gain of taking off tonight was not worth it.  
The HC-144 will have a ramp time of 1000 CST and an ETA to Ellington of 1230 CST.

V/r,

Mike Sams

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